

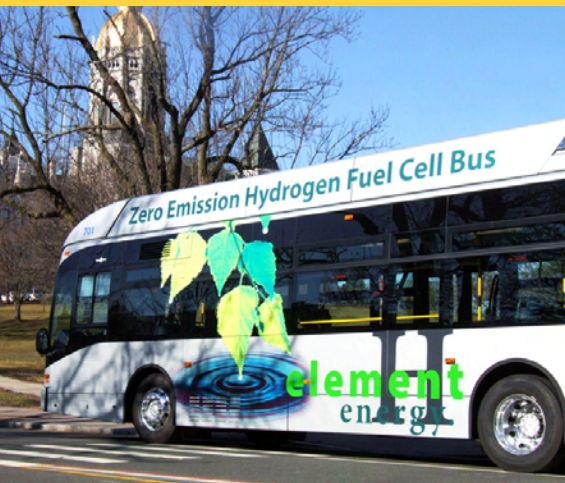
Modal Pathways

The Modal Pathways component of the TPSHH includes the following initiatives:

New Haven-Hartford-Springfield
Commuter Rail Service



New Britain-Hartford Busway



Service Pathways

The Service Pathways component of the TPS includes the following initiatives:

- Union Station Bus Transit Center
- Improvements to interior of Union Station, including track and platform upgrades
- Improvements to Union Station to reconfigure bus bays
- Asylum railroad bridge replacement
- Church Street railroad bridge replacement
- Structured parking and surface parking lots



Connection Pathways

The Connection Pathways component of the TPS includes the following initiatives:

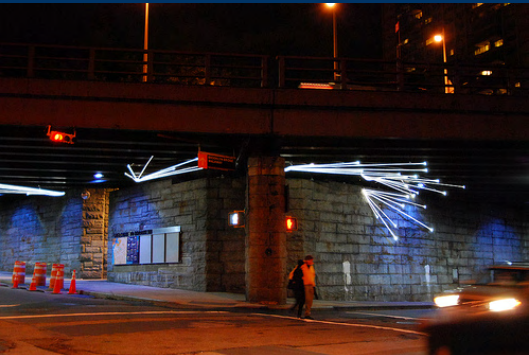
- Asylum Hill pedestrian pathway
- Art Wall pathway and Asylum railroad bridge replacement
- Myrtle Street sculpture park
- Access improvements around Union Station For taxis, bicycles and pedestrians (“Complete Streets”)
- Reconfiguration of Trinity Street and Bushnell Park pathways
- Reconfiguration of Asylum / Farmington Ave. “Trident”
- Closure of Flower and Garden Streets
- Extension of Sumner Street
- Streetscape improvements along several streets
- General traffic circulation and signalization improvements



Development Pathways

The Development Pathways component of the TPS includes the following initiatives:

- Mixed use transit-oriented development along:
Asylum Avenue Church Street
Myrtle Street High Street
Union Place
- Development of jobs and economic activity around Union Station and in surrounding neighborhoods
- Increased residential presence in this part of Downtown Hartford to improve “livability”



Transportation Pathways
Strategy (TPS)



for the Hartford HUB

Introduction

The Transportation Pathways Strategy for the Hartford Hub (TPS) represents the assemblage of many transportation improvement and transit-oriented development (TOD) initiatives in the area around Hartford’s Union Station. These initiatives are in many different stages of development. Some already have obtained a level of funding and require only a small additional amount of funding to proceed to bidding and construction. Other initiatives are in the design and permitting phases, while still more are in the conceptual development phase. Many of these initiatives have proceeded along their own individual development tracks. The TIGER application process has provided the City of Hartford, the State of Connecticut Department of Transportation (ConnDOT), the Capitol Region Council of Governments (CRCOG) and the Greater Hartford Transit District (GHTD) with the impetus to join together and coordinate the development of these numerous projects and initiatives.

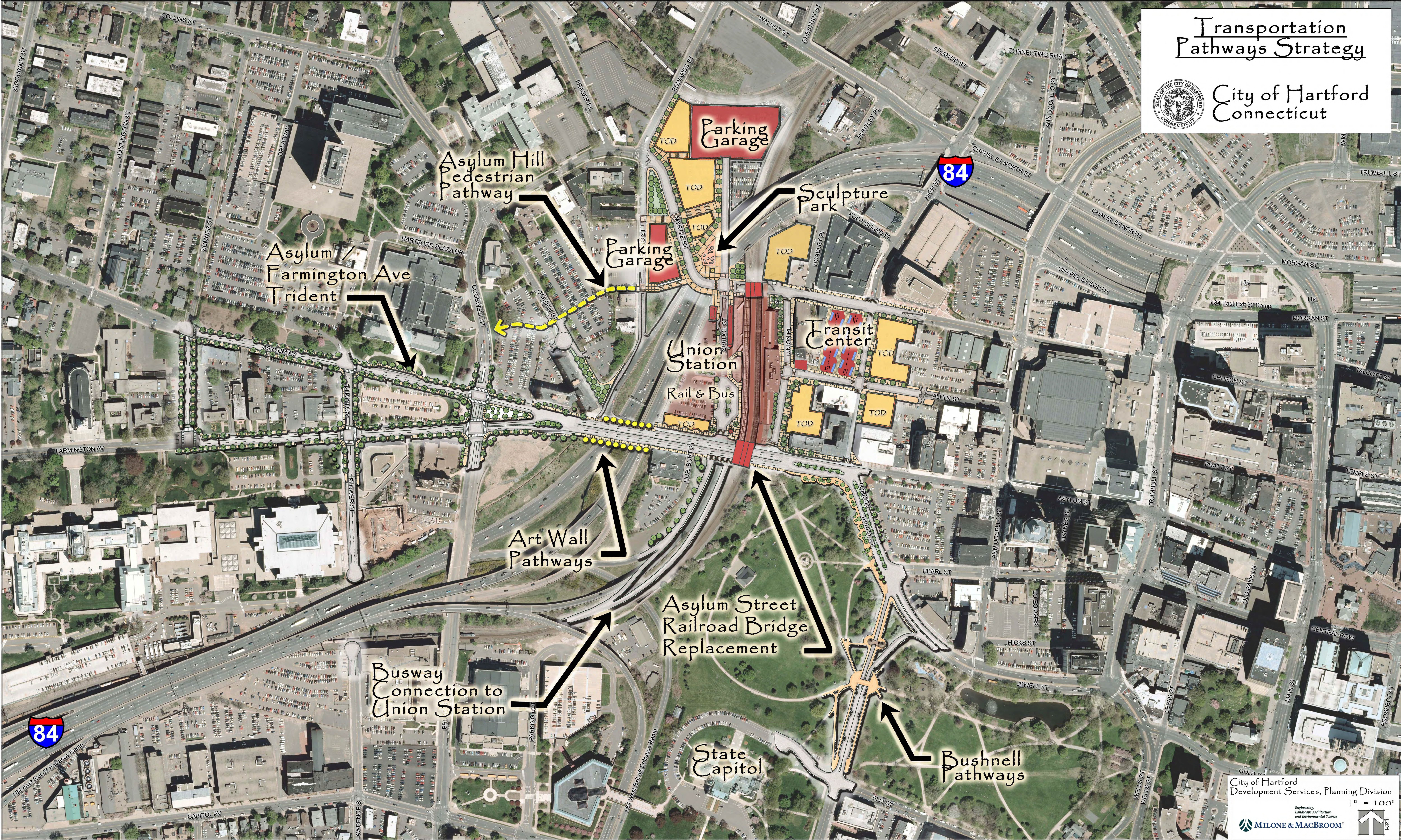
The TPS initiatives can be roughly categorized into the following four “pathways”:

- Adding and Augmenting Transportation Modes (**Modal Pathways**)
- Supportive Services for Multi-Modal Transportation (**Service Pathways**)
- Facilitating Connections to Neighborhoods and Jobs (**Connection Pathways**)
- Transit-Oriented Development Generated by Multi-Modal Transportation (**Development Pathways**)

Transportation Pathways Strategy



City of Hartford
Connecticut



City of Hartford
Development Services, Planning Division

Engineering
Landscape Architecture
and Environmental Science
MILONE & MACBROOM

